

# **Southway to Snake River Avenue Environmental Study**

Project Number: STP-7014(102)

Key Number: 9029

## **Fourth Advisory Committee Meeting Summary**

### **Meeting Date, Time and Location**

Aug. 15, 2006 (9-11 a.m.) – Red Lion Lewiston, Lewiston, Idaho

### **Staff Attendance**

Gerald Flatz (Local Highway Technical Assistance Council)

Lowell Cutshaw (City of Lewiston)

Bryan Foote (Horrocks Engineers, Inc.)

Ron Mortimer (Horrocks Engineers, Inc.)

Lynda Friesz-Martin (Lynda Friesz Public Relations, Inc.)

Curtis Arnzen (City of Lewiston)

### **Advisory Committee Meeting Attendance**

Bob Arleth (Citizen)

Sherri Rothfus (Citizen)

Steve Watson (Lewis and Clark Metropolitan Planning Organization)

John “Buzz” Nanninga (Citizen)

Lynn Moss (City of Lewiston)

### **Meeting Overview**

Advisory Committee Meeting was held Aug. 15, 2006 at the Red Lion Lewiston, 621 21<sup>st</sup> Street, Lewiston, Idaho. This meeting was planned as the final meeting of the Advisory Committee for this project. The purpose of the meeting was to address issues and answer questions from the Mar. 30, 2006 advisory and public meetings, particularly:

- The “Y” pedestrian structure concept
- Impacts to future park property west of the Snake River Avenue and Southway intersection
- Traffic gaps and speeds with by-pass lanes in the roundabout concept
- Revised roundabout alternative – two-lane roundabout
- Change in traffic patterns with the closure of Prospect Avenue
- Preliminary recommendations for Preferred Alternative throughout corridor

The meeting started with the attached PowerPoint presentation focusing on roundabouts. The presentation detailed the advantages and disadvantages of roundabouts and showed the recommended two-lane roundabout for the Southway/Snake River Avenue intersection. (The same presentation was delivered to the Lewiston City Council on Aug. 14, 2006.)

Bryan Foote then responded to the issues and questions raised during the Mar. 30, 2006 Advisory Committee meeting after the presentation. The following summarizes the responses:

#### **“Y” Pedestrian Structure**

The concept of designing a “Y” shaped pedestrian overpass was brought up during the March 30, 2006 Advisory Committee and public meetings. Horrocks researched the concept in further detail. Construction cost of the structure would be about \$2.71 million. The entire

budget for the intersection project is \$2.3 million. Therefore, this structure would be cost-prohibitive.

### **Impacts to Future Park**

Impacts to the future park were a concern to several of the Advisory Committee members and the Army Corps of Engineers. Several people who attended the March 30, 2006 public meeting raised the same concern. Due to these concerns the roundabout was shifted to the east, and the design was modified to take up less room. (Please refer to Exhibit A)

### **Traffic Gaps and Speeds Using the Bypass Lane**

The roundabout option presented at the previous advisory committee meeting and the public meeting had bypass lanes. Many participants were concerned that motorists would travel the bypass lanes at high speeds and there would not be enough traffic gaps to allow a motorist to enter Southway from 1<sup>st</sup> Street. To solve this problem, the bypass lanes were eliminated and the design was modified. The design modifications included eliminating the bypass lanes and constructing a two-lane roundabout in place of the single-lane roundabout. The two-lane roundabout would perform at Level of Service B and would slow all traffic entering the roundabout. The slower speed will create better gaps for vehicles at the 1<sup>st</sup> Street intersection. This would also greatly improve safety for pedestrians and better accommodate at grade (street-level) pedestrian crossings. (Please refer to Exhibit A)

### **Traffic Patterns with the Closure of Prospect Ave.**

The intersection of Southway and Prospect Avenue currently presents turning and pedestrian difficulties. New intersection configurations will compound the situation. The recommended improvements suggest that Prospect Avenue be closed at Southway to eliminate some of the safety concerns. Several participants at the previous advisory committee meeting requested traffic counts for the Prospect Avenue area. The traffic study revealed about 100 cars per day in each direction use Prospect Avenue. The intersection of 1st Street and Southway was also studied. About 340 cars per day, in each direction, use the intersection of 1<sup>st</sup> Street and Prospect Avenue. The conclusion of the study suggests that most motorists already use 1<sup>st</sup> Street instead of Prospect Avenue due to turning difficulties at the intersection of Prospect Avenue and Southway. The closure of Prospect Avenue will not create any problems at the 1st Street/Southway intersection or cause major changes in current traffic patterns within the Prospect neighborhood.

### **Roundabout Recommendations**

Advisory Committee members reviewed the recommended roundabout. In general the roundabout was well received. There were no written comments submitted. The following summarizes oral comments made by Advisory committee members:

**Sherri Rothfusz** – Sherri liked the idea of having flash strips and blinking caution lights when pedestrians cross the intersection. She would like to see those items included in the final design.

**John “Buzz” Nanninga** – Buzz was concerned about the right in, right out at American Insurance. He suggested the Southway median, separating the approach and exit from the roundabout, be shortened to allow left hand turns into and out of American Insurance. Horrocks’ engineers will look at this and follow up with Buzz on this issue.

**Preliminary Recommendations** – The preliminary recommendations for the preferred alternative throughout the remainder of the corridor were also reviewed. The advisory committee members seemed to be in agreement with the recommendations.

### **Advisory Committee Announcement Schedule**

August 1, 2006	Invitation letter sent to Advisory Committee members
August 4, 2006	Follow-up call to Advisory Committee members
August 15, 2006	Advisory Committee Meeting held

### **Advisory Committee List**

<b>Name</b>	<b>Company</b>	<b>Address</b>	<b>City/State/Zip</b>
Bob Arleth	Southway and Snake River Avenue Advisory Committee	2712 County Club Dr.	Lewiston, ID 83501
Brenda Barnes	Southway and Snake River Avenue Advisory Committee	711 Snake River Ave.	Lewiston, ID 83501
Brice Barnes	Southway and Snake River Avenue Advisory Committee	711 Snake River Ave.	Lewiston, ID 83501
Warren Benner	Southway and Snake River Avenue Advisory Committee	PO Box 685	Asotin, WA 99402
Jeanine Bennett	Southway and Snake River Avenue Advisory Committee	3905 Lakeview Dr.	Lewiston, ID 83501
Mike Berghammer	Southway and Snake River Avenue Advisory Committee	P.O. Box 856	Lewiston, ID 83501
Ken Blakeman	Southway and Snake River Avenue Advisory Committee	P.O. Box 467	Lewiston, ID 83501
Brad Cannon	Southway and Snake River Avenue Advisory Committee	111 Main Street, Suite 120	Lewiston, ID 83501
Ted Kadua	Southway and Snake River Avenue Advisory Committee	PO Box 1166	Lewiston, ID 83501
Manly MacDonald	Southway and Snake River Avenue Advisory Committee	2611 4th Avenue N	Lewiston, ID 83501
Lynn Moss	Southway and Snake River Avenue Advisory Committee	1424 Main Street	Lewiston, ID 83501
John "Buzz" Nanninga	Southway and Snake River Avenue Advisory Committee	1901 1st Street	Lewiston, ID 83501
Kevin Poole	Southway and Snake River Avenue Advisory Committee	641 25th Ave.	Lewiston, ID 83501
Sherri Rothfus	Southway and Snake River Avenue Advisory Committee	1215 Prospect	Lewiston, ID 83501
Brent Thompson	Southway and Snake River Avenue Advisory Committee	1824 Main	Lewiston, ID 83501
Mark Von Lindern	Southway and Snake River Avenue Advisory Committee	PO Box 856	Lewiston, ID 83501
Steve M. Watson	Southway and Snake River Avenue Advisory Committee	PO Box 759	Asotin, WA 99402